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**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

## MEETING OF THE

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Thursday, April 21, 2005  
10:00 a.m. – 11:30 a.m.**

**SCAG Offices  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
San Bernardino Conference Room  
Los Angeles, CA 90017  
(213) 236-1800**

### Video Conference Location

SCAG Inland Empire Office  
3600 Lime Street, Suite 216  
Riverside, CA 92501  
(951) 784-1513

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Sina Zarifi at (213) 236-1853 or [zarifi@scag.ca.gov](mailto:zarifi@scag.ca.gov).

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# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

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ITEM	PAGE #
1.0 <b><u>Call to Order and Introductions</u></b>	Chair Doug Kim, LACMTA
2.0 <b><u>Public Comment Period</u></b>	
Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to staff before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.	
3.0 <b><u>Consent Calendar</u></b>	
3.1 <b><u>Approval of Meeting Minutes from March 17, 2005</u></b> <b><i>Attachment</i></b>	1
3.2 <b><u>RTP Goals, Policies, and Performance Measures</u></b> <b><i>Attachment</i></b>	9
4.0 <b><u>Discussion Items</u></b>	
4.1 <b><u>TAC Roles &amp; Responsibilities</u></b>	Douglas Kim, LACMTA
4.2 <b><u>RTP Schedule</u></b>	Naresh Amatya, SCAG
4.3 <b><u>Recent Trends in Population and Households: Implications for RTP Growth Forecast</u></b> <i>Staff will review recent trends in fertility, mortality, migration, households, and housing units. Staff will present implications of the recent trends for RTP growth forecast in relation to population projections released by the US Census Bureau and CA Dept. of Finance.</i>	Simon Choi, SCAG
4.4 <b><u>Measure Extensions for Riverside and San Bernardino Counties</u></b> <i>An overview and update on the planning efforts and prioritizing of projects</i>	Shirley Medina, RCTC  Ty Schuiling, SANBAG

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

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### ITEM

### PAGE #

- 4.5 Compass Land Use Performance Measures  
*The Compass team is developing land use performance measures to monitor progress towards achieving the land use principles and assumptions adopted in the Compass Report and the 2004 RTP.*
- Mark Butala,  
SCAG
- Tarek Hatata,  
System Metrics

5.0 Staff Report

6.0 Comment Period

Any Committee member, member of the public, or staff desiring to comment on items not covered on the agenda may do so at this time. Comments should be limited to three minutes.

7.0 Next Meeting Date & Adjournment

The next meeting date is Thursday, May 19, 2005, 10 a.m. to 11:30 a.m.

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## **MINUTES** for March 17, 2005

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The following minutes are a summary of the Plans & Programs Technical Advisory Committee (TAC) meeting. Audio cassette tapes of the actual meeting are available for listening at SCAG's office.

### **1.0 Call to Order and Introductions**

The Chair Mr. Douglas Kim, LACMTA, called the meeting to order. Introductions were made.

### **2.0 Public Comment Period**

There were no comments.

### **3.0 Consent Calendar**

#### **3.1 Approval of Meeting Minutes from February 17, 2005**

The meeting minutes were approved.

### **4.0 Discussion Items**

#### **4.1 Goods Movement Policy Paper**

Ms. Nancy Pfeffer, SCAG, gave a brief history of the paper. Last fall, Governor Schwarzenegger visited with business leaders and the Prime Minister in Japan and was chided for their inability to get goods through the ports in Southern California. The Governor asked his Secretary of Business, Transportation, and Housing, Sunne McPeak, to work with SCAG and other stakeholders (including the county transportation commissions, ports, railroads, trucking interests, and LAEDC, among others) to develop this plan for action.

The paper outlines five principles:

1. Environmental and community impact mitigation must be integral to the goods movement program;
2. Improvements to the goods movement system should come at the expense of other transportation system investments;
3. Investments in the regional goods movement system should be made to realize regional benefits that have statewide implications;
4. Funding of these investments must begin now because many key projects will take years to deliver;
5. Without leadership and collective action at the state and national level, we will not be able to realize these benefits.

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The paper also includes a description of the current goods movement system, and a proposal of highway and rail improvements totaling over \$26 billion.

The paper has been given to Secretary McPeak, who has recently requested changes to make a stronger case for federal support, especially in the financing arena, because of the important role our ports play for the entire nation. The revised version is posted on the SCAG website.

Ms. Pfeffer also stated that tomorrow, the state is expected to release a statewide strategy for goods movement. Then, on March 24, Secretary McPeak and Cal-EPA Secretary Lloyd will hold a joint meeting in Los Angeles to obtain public input.

In response to a question, Ms. Pfeffer stated that SCAG's Consensus Document does identify several goods movement projects for the Projects of National and Regional Significance as part of the TEA-LU effort. Ms. Gail Shiimoto-Lohr, OCCOG, asked if there would be efforts to reduce truck trips and shift to rail. Ms. Pfeffer stated that the shuttle train concept is being tested as an option. In response to a question, Ms. Pfeffer stated that the policy paper has already begun to identify additional needed goods movement projects that were not included in the 2004 RTP. Ms. Pfeffer also stated that the results from the Multi-County Goods Movement Action Plan underway would also be fed into the next RTP. Ms. Pfeffer stated that there is a federal Office of Freight directly under Secretary Mineta, and Mr. Randy Rogers is the local contact in Long Beach.

#### 4.2 RTP Planning and Modeling Assumptions

Mr. Philip Law, SCAG, presented recommendations for the Base Year, Horizon Year, and No Project scenario for the 2007 RTP. A handout was provided. Base Year represents current conditions and is also the year for which the model is validated. Staff recommends 2003, as that is the year for which current data are available for the model validation. The RTP must have at least a 20-year horizon, and staff recommends maintaining 2030 as the horizon year.

Mr. Law presented the staff recommendation for the No Project scenario, using the transportation conformity definition of baseline. The No Project scenario represents future conditions that would occur if the RTP were not implemented, and includes all existing facilities as well as projects that are undergoing construction or right-of-way acquisition, come from the first year of the previous RTP/RTIP, or have completed the NEPA process by June 2005.

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Mr. Law stated that the No Project is developed using SCAG's adopted Regional Transportation Improvement Program (RTIP). Under the accelerated RTP schedule, we would use the current 2004 RTIP. Under the regular triennial RTP schedule, we would be able to incorporate the upcoming 2006 RTIP. Mr. Law stated that those RTIP projects that do not qualify for inclusion in the No Project scenario are considered committed and will be given funding priority as "Tier 2" projects in the RTP.

Ms. Gail Shiomoto-Lohr, OCCOG, asked if there could be significant differences between the 2004 RTIP and 2006 RTIP. Mr. Law stated that it would be clearer once the STIP Fund Estimate is released this summer, as there have been suggestions that the lack of funds would require the de-programming of projects. Mr. Law also stated that the final decision to go with an accelerated RTP schedule would likely be made at the end of this year.

Next, Mr. Law reviewed a series of modeling assumptions from the 2004 RTP that were developed to reflect the impact of RTP strategies that are not conventionally captured by the travel demand model. For the next RTP, staff will be bringing forward recommendations to update these assumptions, based upon recent data, plan policies, and funding levels.

First, he reviewed the home-based work trip reductions due to work-at-home/home-based business and telecommute. Mr. David Mootchnik, So. Cal. Commuters Forum, stated that the Census numbers for work-at-home are much lower than the numbers assumed in the 2004 RTP. Mr. Law responded that the Current Population Survey (CPS), upon which the RTP assumptions were based, asks different and more detailed questions than the Census regarding work-at-home. More recent 2001 CPS data may also shed light on the issue, although Mr. Law noted that there were differences in the 2001 and 1997 data that would make it difficult to do direct comparisons.

Next, Mr. Law reviewed the drive-alone trip reductions assumed from shifts to vanpools and jitneys. In response to a question, Mr. Law clarified that the 0.8% and 0.2% reductions due to vanpools and jitneys, respectively, are assumed annually.

Next, Mr. Law reviewed the drive-alone trip reductions assumed from shifts to transit due to transit restructuring, transit service, and impacts from growth visioning. Mr. Law noted that once LACMTA releases information on its proposed hub-and-spoke network, this can be incorporated directly into the transit model for the next RTP. Mr. Douglas Kim, LACMTA, stated that more detailed information would be available in the next few months. Mr. Kim also noted that the Los

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Angeles County percentages were held constant while the other counties' percentages were assumed to increase over time.

Mr. Ron Taira, OCTA, asked why the effects of growth visioning wouldn't simply be an output from the model itself. Mr. Law stated that the model would reflect changes in the distribution of population and employment between zones, but it does not capture the effects of higher densities on travel behavior on a more localized level within each zone. Mr. Law reiterated that the percentages shown are in addition to the traditional mode split output from the model, which does have the ability to capture, for example, transit increases due to the addition of specific transit routes. Mr. Mootchnik suggested that carpoolers could also shift to transit, not simply solo drivers. Mr. Dana Gabbard, So. Cal. Transit Advocates, questioned whether these assumptions are sustainable, stating that Foothill Transit is being bumped out of its park-and-ride spaces. Mr. Kim suggested that the Transit Task Force would review these assumptions. Mr. Amatya stated that we have mechanisms in place to ensure RTP implementation, primarily the RTP.

Ms. Shiomoto-Lohr suggested that when staff returns with recommendations for the next RTP, they also provide information on the strategies and level of investments that will result in these assumptions, along with what the model captures independently of these additional assumptions.

Next, Mr. Law reviewed the motorized trip reductions assumed from shifts to non-motorized modes. Mr. Kim noted that there is no separate task force dedicated to non-motorized modes.

Next, Mr. Law reviewed the model assumptions due to improvements from Intelligent Transportation Systems (ITS). Mr. Deng Bang Lee, SCAG, clarified that bus speeds are a function of the facility type and area type. Using federal highway guidelines, bus speeds are typically assumed to be 80% of the arterial speed, while in certain areas such as downtown, this ratio may drop to 60%.

Next, Mr. Law reviewed the assumptions for auto operating costs, transit fares, and toll road costs. These costs were presented in constant dollar values. The auto operating costs and transit fares were not assumed to increase over time. Mr. Jim Stewart, SCCED, suggested that this assumption should be revised. Mr. Law noted that increases in the fuel economy of the vehicle fleet may offset increases in the fuel cost. Mr. Kim suggested bringing this forward to the Transit Task Force.

Regarding transit fares, Mr. Lee clarified that the transit fare values are composite amounts that reflect cash fares, monthly passes, express zone charges, discounts

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to the elderly and disabled, and so on. Mr. Deadra Knox, SCRRA, noted that Metrolink will no longer have zone-based fares.

### 4.3 Update on New Benchmark Employment Data and Implications for RTP Growth Forecast

Mr. Simon Choi, SCAG, gave a presentation on recent employment data for the region. A handout was provided. As part of the growth forecast update for the RTP, staff will review recent trends in employment, population and housing. This presentation focuses on employment. Staff recently received two important databases: the March 2004 benchmark database from the California Employment Development Department (EDD), and short-term projections for 2002 and 2012 from the US Bureau of Labor Statistics (BLS).

Mr. Choi stated that the region performed better than the rest of the state and the nation between 2000 and 2004, adding 161,000 jobs during this period. Also, he noted that Los Angeles County continued to lose jobs (81,000) while the Inland Empire continued to gain employment (158,000).

The employment estimate from EDD for 2004 was slightly lower (by about 35,000 jobs) than what staff had projected in the growth forecast. On the other hand, the BLS data suggests that SCAG's share of US employment has grown to 5.24% in 2004. As a result, Mr. Choi stated that SCAG's projection is still within the acceptable range. In response to a question, Mr. Choi added that the projections are consistent with changes in demographics that were presented previously by Frank Wen.

Mr. Choi stated that recently SCAG had sent a letter to each subregion containing 2003 base year estimates of population and households. SCAG is seeking input from subregions on the small area database to help improve the quality of, and finalize, the base year data. Employment data will be released soon. SCAG had asked that the responses be provided within four weeks. The data were provided at the census tract level and city level. Mr. Jack Humphry, Gateway Cities COG, stated that the data is based on the Department of Finance estimate and then broken down to the census tract level.

### 4.4 Base Year 2003 Employment Distribution

Mr. Hsi-Hwa Hu, SCAG, presented the base year employment estimates and distribution. A handout was provided. Mr. Hu stated that total regional employment comprises wage-and-salary employment and self employment.



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Wage-and-salary employment is based on EDD's 2004 benchmark data, while the self employment rate is based on 2000 PUMS data.

Mr. Hu stated that county employment will be distributed to the city level based on the small area data. For the 2004 RTP, SCAG purchased and used Dun & Bradstreet and InfoUSA data. There are two new small area databases available right now, the ES202 Quarterly Census of Employment and Wages and the 2000 Census Transportation Planning Package (CTPP). The ES202 data will not be used for the RTP because there is a difference of one million jobs compared to the EDD benchmark data. For long-term purposes, staff will continue to evaluate the ES202 data.

The CTPP Part 2 provides employment at the city and block group levels, but there is an undercount issue—between 1990 and 2000, the SCAG region employment increased by 7%, but the CTPP data show a 1% reduction. Staff intends to use CTPP as the basis to distribute employment to the cities. In response to a question, Mr. Hu stated that the CTPP tends to undercount in areas of low income, but a systematic reason has not been found.

### 4.5 RTP Goals, Policies, and Performance Measures

Mr. Naresh Amatya, SCAG, reviewed the goals, policies, and performance measures used in the 2004 RTP. A handout was provided. Mr. Amatya stated that the TAC spent quite a bit of time developing these goals and measures in the last RTP development cycle. The TAC agreed to maintain the goals, policies, and performance measures, and change them only if the need arises.

Mr. Jim Stewart, SCCED, asked how the subregional or county transportation plans are evaluated using the adopted performance measures and how accurately that is reported in our planning process. Mr. Amatya stated that the performance indicators are applied against alternative scenarios at the regional level. This can also be done at the sub-area and corridor level, but the measures would need to be refined. Mr. Amatya also stated that the performance measures help us to identify priorities above and beyond the No Project and Tier 2 projects. Mr. Douglas Kim, LACMTA, added that the RTIP also helps us to track implementation of RTP projects.

Mr. David Mootchnik, So. Cal. Commuters Forum, stated that the TAC needs to spend more time this cycle on developing and evaluating alternatives.

Mr. Amatya stated that SCAG is embarking on a State of the Commute survey that will provide in-depth information and can be incorporated into the next RTP.

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As the handout was not included in the agenda package, Mr. Kim suggested that staff bring this item back to the next meeting as a consent calendar item.

### 4.0 **Staff Report**

There was no staff report.

### 5.0 **Comment Period**

Mr. Rich Macias, SCAG, stated that a new SCAG President and Executive Committee will be established at the General Assembly in May, and it was management's opinion that any requests from the TAC regarding roles, responsibilities, and composition should wait until after that occurs. Mr. Macias stated that the new administration would not be inclined to create new task forces, and he suggested that the TAC should review its membership and participation, as well as evaluate the need for expertise in certain issues that it may be expected to cover.

Mr. Douglas Kim, LACMTA, stated that the TAC needs to be clearer on its primary focus versus secondary issues and be more realistic about what it can deal with. He expressed concern about whether the mix of existing task forces and committees captures all of the critical issues that need to be addressed. Mr. Kim asked to work with staff and volunteers for an ad-hoc subcommittee to discuss the issues that the TAC is expected to deal with, and present recommendations at the next TAC meeting.

### 6.0 **Next Meeting Date & Adjournment**

The next meeting date was announced as April 21, 2005, and the meeting was adjourned.

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## **MINUTES** for March 17, 2005

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### **Attendance**

<b>Name</b>	<b>Agency</b>
Eric Carlson	LACMTA
Kim Fuentes	South Bay Cities COG
Dana Gabbard	So. Calif. Transit Advocates
Greg Herrmann	City of Burbank
Jack Humphrey	Gateway Cities COG
Douglas Kim	LACMTA
Deadra Knox	SCRRA
Kai Luoma	City of Santa Clarita
Richard Marcus	OCTA
Paula McHargue	LAWA
Miles Mitchell	LADOT
David Mootchnik	So. Calif. Commuters Forum
Evyonne Sells	SCAQMD
Gail Shiomoto-Loehr	Orange County COG
Jim Stewart	SCCED
Ron Taira	OCTA
Tony Van Haagen	Caltrans-District 7
Jeff Weir	CARB

### ***Via audio/video conference***

Paul Fagan	Caltrans-District 8
Bill Gayk	CSU Fullerton
Gary Green	Caltrans-District 8
Brian Kuhn	City of Palmdale
Ken Lobeck	RCTC
Rosa Lopez	IVAG

### **SCAG Staff**

Naresh Amatya	Philip Law
Al Bowser	Rich Macias
Ping Chang	Annie Nam
Simon Choi	Nancy Pfeffer
Zahi Faranesh	Bernice Villanueva
Hsi-Hwa Hu	Frank Wen
Rongsheng Luo	Philbert Wong

# MEMO

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**DATE:** April 17, 2005

**TO:** PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**FROM:** Sina Zarifi, Senior Regional Planner  
213-236-1853, zarifi@scag.ca.gov

**RE:** RTP Goals, Policies, and Performance Measures

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*At its March 17, 2005 meeting, the Plans and Programs Technical Advisory Committee agreed to keep the 2004 RTP goals, policies, and performance measures for the next RTP. Following is the text of the March 17 handout, provided for those members who did not attend the March 17 meeting.*

The Plans and Programs Technical Advisory Committee (TAC) is requested to review and recommend revisions if necessary to the 2004 RTP goals, policies and performance measures. The TAC is charged with guiding the development and application of these goals and objectives and the measures to ensure that the best possible improvement strategies are presented in the RTP.

The goals adopted for the 2004 RTP focus on maximizing mobility and accessibility, ensure safety and reliability, preserve our transportation system, maximize productivity of our system, protect the environment and encourage land-use and growth patterns that complement our transportation system. In support of these goals, specific policies were developed to guide the development of the Plan and further reflect the transportation priorities of the region. And, to ensure the achievement of adopted goals, a set of performance measures were developed to determine the Plan's outcome, over time.

## **Adopted 2004 Policies**

The following policies were adopted by the Regional Council to guide the development of the 2004 RTP:

1. Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.
2. Ensuring Safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
3. RTP land use growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.

4. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged.
5. Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

## Regional Goals

The adopted goals of the 2004 RTTP reflected the region's focus on a balanced approach to transportation planning and decision making.

1. Maximize mobility and accessibility for all people and goods in the region.
2. Ensure travel safety and reliability for all people and goods in the region.
3. Preserve and ensure a sustainable regional transportation system.
4. Maximize the productivity of our transportation system.
5. Protect the environment, improve air quality and promote energy efficiency.
6. Encourage land use growth patterns that complement our transportation investments.

## Performance Measures

The 2004 RTP was developed as a performance-based plan. Performance measures were developed to quantify regional goals and provide a way to evaluate Plan's progress. The performance measures used for the 2004 RTP provided the means to identify the most effective investments/projects for the region. For the 2004 Plan, one or more performance indicators as indicated in the following table, were developed for each goal.

Performance Indicator	Performance Measure	Definition
Mobility	Avg. Daily Speed	Speed – experienced by travelers regardless of mode
	Avg. Daily Delay	Delay – excess travel times resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are the indicators used.
Accessibility	% PM peak work trips within 45 min. of home	
	Distribution of work trip travel times	

# MEMO

Performance Indicator	Performance Measure	Definition
Reliability	% Variation in travel time	Day-to-day change in travel times
Safety	Accident rates	Measured in accidents per million vehicle miles by mode
Cost-effectiveness	Benefit to cost (B/C) ratio	Ratio of benefits of RTP investments to the associated investment costs
Productivity	% Capacity utilized during peak conditions	Transportation infrastructure capacity and services provided Roadway Capacity: vehicles per hour per lane by type of facility Transit Capacity: seating capacity utilized by mode.
Sustainability	Total cost per capita to sustain current system performance	Focus is on overall performance, including infrastructure condition. Preservation measure is a subset of sustainability.
Preservation	Maintenance cost per capita to preserve system at base year condition	Focus is on infrastructure condition. Subset of sustainability.
Environmental	Emissions generated by travel	Measure/forecast emissions include CO,NOX,PM10, SOX and VOC. CO2 as secondary measure reflect greenhouse emissions.
Environmental Justice	Expenditure by quintile and ethnicity  Benefit vs burden by quintiles	Proportionate share of expenditure in the 2004 RTP by each quintile.  Proportionate share of benefits to each quintile ethnicity  Proportionate share of additional airport noise by ethnic group

# MEMO

Goals	Policies	Performance Measures									
		Mobility	Accessibility	Cost-effectiveness	Reliability	Productivity	Safety	Preservation	Sustainability	Environment	Geographic Equity
Maximize mobility and accessibility for all people and goods in the region	Transportation investments shall be based on SCAG's adopted Regional Performance Indicators	✓	✓	✓							✓
Ensure travel safety and reliability for all people and goods in the region	Ensuring Safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments	✓			✓		✓				✓
Preserve and ensure a sustainable regional transportation system	Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an integral component of the Plan.							✓	✓		✓
Maximize the productivity of our transportation system	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged	✓				✓					✓
Protect the environment, improve air quality and promote energy efficiency	The RTP is required to meet the requirements of the Transportation Conformity Rule as well as compliance with the California Environmental Quality Act (CEQA)									✓	✓
Encourage land use growth patterns that complement our transportation investments	RTP land use growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions	✓	✓							✓	✓